

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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## INTRODUCTION

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1. [redacted] Ministry for Shipbuilding /See Enclosure (A)/. This office was set up in the totally dismantled Gema Works in Berlin-Koepenick under the direction of the engineering office S.K.G. (Soviet Kommanditgesellschaft). It was in this installation that the personnel with experience in organizations such as Siemens, Kreislergeraete, and Rheinmetall, and with knowledge of their secrets, was assembled. The engineering project of S.K.G., Gema Works, was managed by Major Vasilevski (Soviet), who was directly responsible to the Ministry for Shipbuilding. This office also had a branch office in Dessau, where work was done on high speed patrol boats and similar craft with special hydrostatic and hydrodynamic equipment.

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[redacted] such work was carried on because of telephone conversations held by Major Vasilevski. Three different work groups under the engineering project S.K.G., Gema-Haus, were set up. This set-up only lasted until about February 1946, and then was abruptly dissolved, in order to make room for a new organization which also was to be housed at the Gema-Haus.

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2. This new organization was called the Institute Berlin, Gema-Haus /See Enclosure (B)/. It was managed by Colonel DIADLOW (Soviet). Here they worked on a speedy cataloging of all documents concerning design and fabrication as well as the ballistic data and aerodynamic basic facts for the Wasserfall, Rheintochter, HS-293, HS-294 missiles, and all other succeeding types developed by HENSCHEL. The management was completely in Soviet hands and was divided into several work groups. Each division was supervised by a Soviet officer who had German consultants assigned to him for technical advice.
3. Department One, the so-called KB-1, worked on the reconstruction of the Wasserfall missile. No Germans with experience could be found, because they had all left for the West Zone with the office from Peenemuende. Technically, only a few low-level workshop people were obliged to supply information and, according to my information, could not give any worthwhile information on this fabrication. However, there was original equipment available so that the task could be carried out, presumably without any break by the Soviet engineers and technicians. This was done by the disassembly and study of original equipment on hand. It was managed by a Soviet major [redacted] 25X1
4. The second department, KB-2, worked on the reconstruction of the liquid propelling units used earlier in Germany for the Rheintochter and also the HS-293 and the so-called "Walterantrieb" (code name for propulsion units for GM). It was managed by a Lt. Col. UMANSKI, who obviously had had previous experience with liquid propelling units in USSR. He managed to execute the task assigned him with much understanding. Here too, only a few technicians and engineers were engaged from a reconstruction firm, since there was no one available with worthwhile experience. Department Two (KB-2) proposed to build another big liquid propellant test stand on the factory grounds at Gema. This was actually started, and a rather large amount of concrete was poured during the summer of 1946. If the erection of a testing plant in the Berlin district was not actually planned, then this whole plan was more or less to be considered a camouflaging action, so as not to arouse any suspicion of a forcible transfer from Germany among the drafted German co-workers.
5. The third department of the construction project, KB-3, had a concrete task to reconstruct both variations of the Rheintochter, i.e., the Rheintochter with a powder propellant, as well as the Rheintochter with liquid propellant, and to reproduce all data for it. In general, the entire experimental data and design data from the files of Rheinmetall had fallen into the hands of the occupation forces undamaged. The same is true of the second project to reconstruct Schmetterling HS-293 and HS-294 and succeeding types. The Soviet management of the third department was assigned to Lt. Col. RASHKOV and Lt. Col. GRAUERMANN as men with a great deal of experience. The former director, Mr. NICOLAUS of Henschel, was drafted for the reconstruction of the Henschel fabrication. He set up also an office for the calculation of aerodynamic problems, especially of the flutter problem which he carried out for Henschel, as well as for the Rheinmetall fabrications. The task of reconstructing the Rheintochter was worked on by my group, and here also an extensive reconstruction project was set up to which a large ballistics group was

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attached, which also did the aerodynamic calculation on flight and aerodynamic characteristics for the Rheintochter missile. The ballistics group also worked on the aerodynamic problems and especially the ballistic problems connected with Schmetterling missile and Henschel fabrications, with the exception of the calculations of the flutter characteristics. This was worked on exclusively by the NICHOLAUS group. Another section assigned to my group worked on the electrical and control setups, i.e., for the firing control, secondary control of the flying body.

6. This work was in conjunction with Department Four which also worked on ground station control device. The fourth department, KB-4, had the exclusive task of reconstructing the data for the firing control systems of the AA rockets, and also reproducing complete fabrication data about the types of gyro systems and gyroscopes used in the different missiles. Within this work group the relay reconstructions for the telegraph relay 64 and a new design was carried out. The former chief engineer, MUMBERT, of the plant which produced Askania gyroscopes was responsible for the German work group assigned to this task. His deputy was a Soviet engineer GUDAKOS.
7. Another department, which was directly responsible to the management of the Institute, had the task of working on the high frequency components of the control device. An example is the Strassburg receiver. They worked on ground Kehl-installations (Kehl = code for airborne remote-control equipment for guided missiles, air-to-air and air-to-ground, etc.). This group also worked on the problems of a target-seeker head and the complete television set-up. Responsible for this were Lt. Col. ~~CHERILSON~~ and a Soviet specialist from the TV department, a lieutenant  . Chief Engineer BITZENBERGER of the Berlin Telerunken plant, was the German manager of the work group.
8. Another department attached to Institute Berlin was the group working on gas turbine propelled missiles (Heizstrahlgeschosse), the so-called TR missiles (ramjets) (Trommsdorffantrieb). They also had the responsibility for the reconstruction and reconditioning of a supersonic wind tunnel. This wind tunnel was rebuilt in Berlin on the Gema grounds where extensive concrete pourings had been previously made, and another experimental installation of this kind put into use again. This German work group was headed by Dr. TROMMSDORFF, who had various co-workers who were with him in the same field at the Kammersdorf shooting range.

#### SECURITY MEASURES

9. While the Gema plant engineering project of S. K. G. operated under the Ministry for Shipbuilding, security of the plant was under the exclusive jurisdiction of the German factory police. The Institute Berlin was not guarded by Germans anymore. It was secured by extensive military safety measures, i. e., on practically every floor and at every department, a guard with a machine gun was posted, and the whole plant was secured by military personnel. It was made practically impossible for unauthorized

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persons and outsiders to enter the plant. [REDACTED]

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[REDACTED] At that time, there was no cooperation whatsoever with installations in the East Zone. On the contrary, the political affairs which were put on by the Unions or by Communistic organizations in Gema-Haus were generally greatly opposed by the Soviet management, partly because the people refused every political indoctrination offered in the plant. Perhaps the reason behind this was that it was felt that the work should not be made more unpleasant than it already was for the people who were drafted to work there. The Germans were therefore given complete political freedom.

Enclosure (A) - Ministry for Shipbuilding Organizational Chart  
Enclosure (B) - Institute, Berlin, Organizational Chart

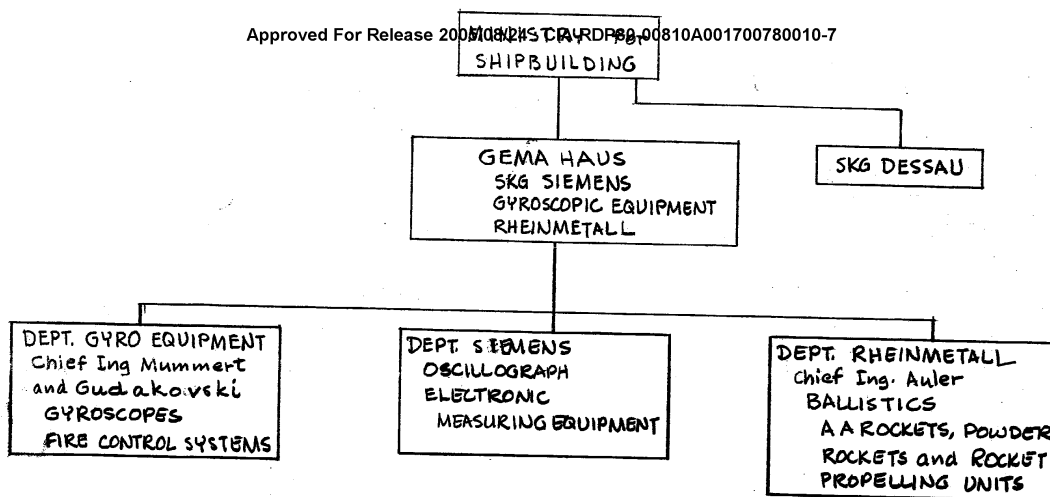
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Enclosure (A)

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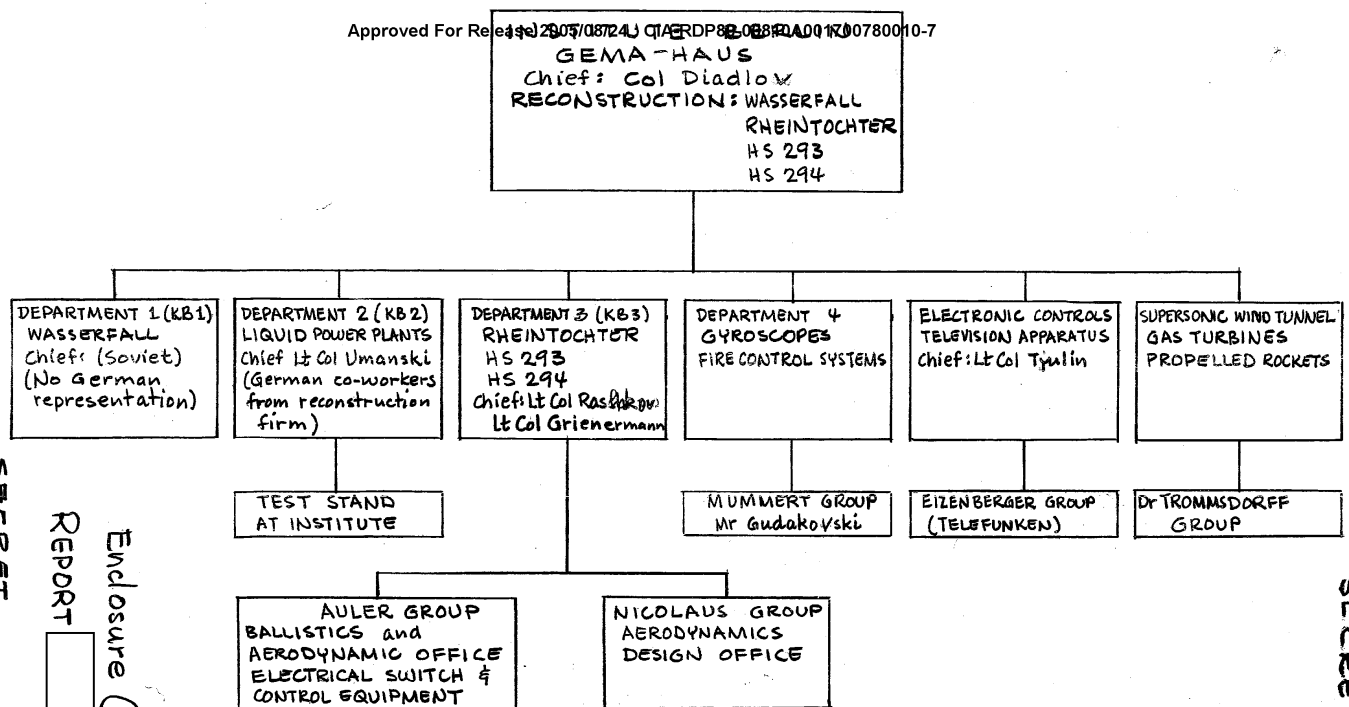


## ORGANIZATION CHART

MINISTRY for SHIPBUILDING - BERLIN - GERMANY

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ORGANIZATION CHART  
INSTITUTE BERLIN - GERMANY